

# US 30 (Baseline Road) IL 47 to IL 31 Kane & Kendall Counties



Region 1/ District 1



## Stakeholder Involvement Plan



Original: May 2012  
Version 2  
Updated: December 2013



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# Introduction

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## 1.1 Project Background

The Illinois Department of Transportation (IDOT) has initiated Phase I preliminary engineering and environmental studies of US 30 from IL 47 to IL 31 in Kane and Kendall Counties, Illinois. Phase I of the project is anticipated to result in a Categorical Exclusion II (CE II) environmental document and includes data collection, preparation of base maps and mosaics, geometric studies, accident analysis, capacity analysis including intersection design studies, bridge inspections and condition reports, drainage studies, cost estimates, public involvement, route survey, and other related work.

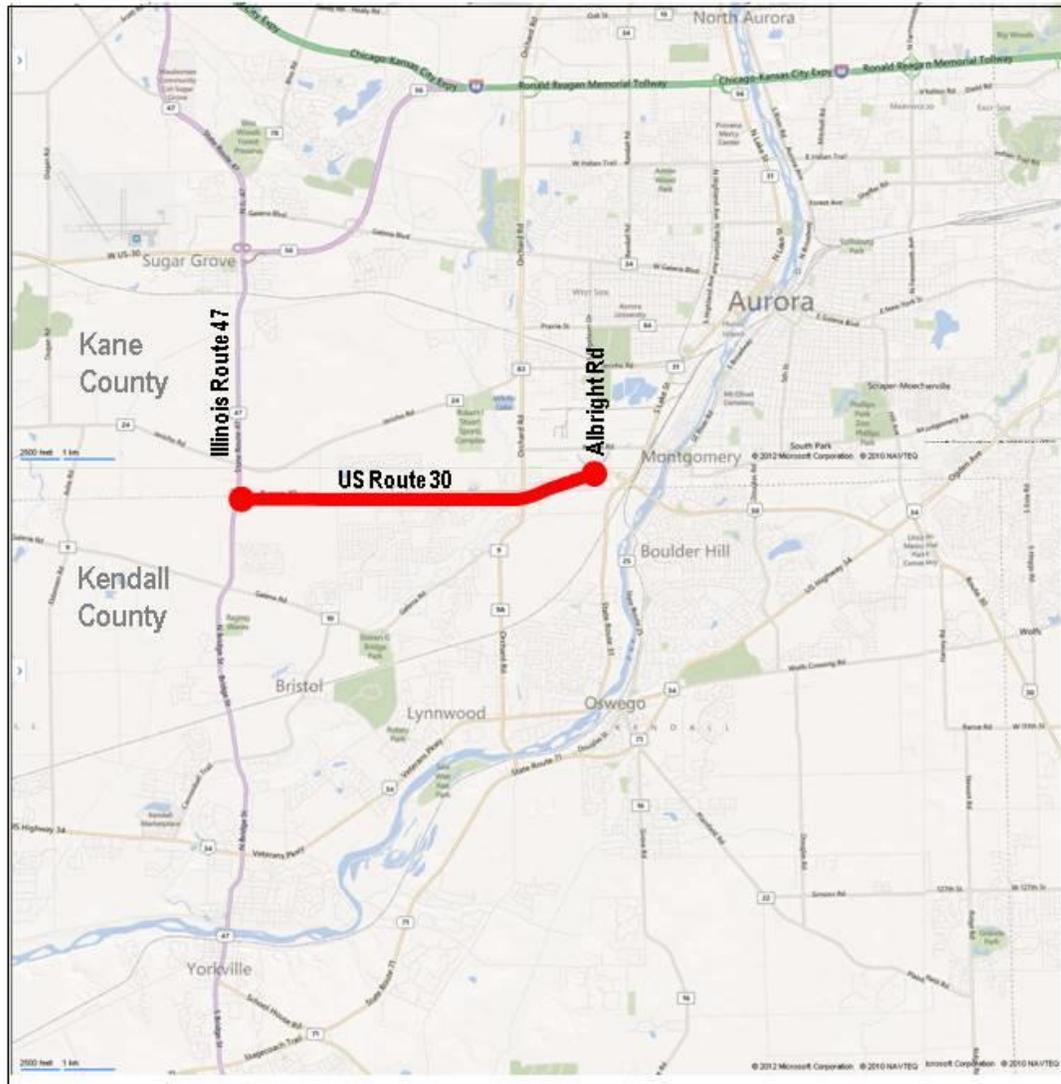
U.S. 30 is an east-west highway traveling across the northern tier of the United States. The western end of the highway is in Astoria, Oregon, and the eastern end is in Atlantic City, New Jersey. Through Illinois, it is an east-west arterial surface road extending from the Mississippi River across from Clinton, Iowa, to Lynwood at the Indiana State Line, a distance of 154 miles.

The project limits extend from IL 47 in Yorkville to 1,400 feet west of IL 31 in Montgomery—a distance of approximately 5-miles. The western terminus will match into an ongoing IDOT Phase I study of IL 47 between Kennedy Avenue in Yorkville and Cross Street in Sugar Grove. The eastern terminus will match into the proposed reconstruction of the US 30 and IL 31 interchange. Through the project area, the roadway is classified as a Strategic Regional Arterial (SRA) and Class II Truck Route. It is known locally as “Baseline Road” and generally follows the Kane-Kendall County Line. The project area features a mix of cultivated farmland and relatively recent residential and commercial development. The project is in both Kendall and Kane Counties and crosses four townships ( Sugar Grove, Bristol, Aurora, and Oswego). Blackberry Creek and the associated Blackberry Trail and land belonging to the Fox Valley Park District (Stuart Sport Complex) are both located along US 30.



The project limits may be modified as the study progresses, and the environmental document study area will be defined and refined following the project kickoff and initial meetings with stakeholders.

Map 1-1: Project Location Map



**Legend**

 Study Limits

**PROJECT LOCATION MAP**

US Route 30  
Illinois Route 47 to East of Albright Road  
Kane and Kendall Counties  
P-91-403-11

## 1.2 Context Sensitive Solutions

This project is being developed using the principles of Context Sensitive Solutions (CSS), per the Illinois Department of Transportation CSS Policy and Procedural Memorandum 48-06. CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings—its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting project should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings within which they are located.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process, including providing the following: an understanding of the National Environmental Policy Act (NEPA) process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the Project Team to understand and address concerns raised. The integrated approach to problem-solving and decision making will help build community understanding and agreement and sustain involvement throughout the study process.

The US 30 project will use a collaborative approach that involves stakeholders in developing a facility that fits into its surroundings and preserves scenic, aesthetic, historic, social, and environmental resources while maintaining safety and mobility.

A Stakeholder Involvement Plan (SIP) is critical to the success of a project. The SIP provides a framework for the execution of CSS that is based on project needs, and is both comprehensive and flexible. The SIP is subject to revision anytime events warrant.

The CSS approach strives to achieve the following:

- Understand the stakeholder's key issues and concerns.
- Involve stakeholders in the decision making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder concerns whenever possible.

Specific goals and objectives of the CSS process include the following:

- Identify all stakeholders of the project and ensure their opportunity for meaningful input into the project's development from beginning to end.
- Determine project context, including area issues and community values, with stakeholder input.
- Identify transportation problems that can and should be addressed by the project, with stakeholder involvement.
- Identify reasonable solutions to address identified transportation problems, and a preferred solution to the problems with stakeholder involvement.
- Treat all involved parties with respect, and make decisions in a transparent manner that considers stakeholder input.



## SECTION 2

# Goals and Objectives of the Stakeholder Involvement Plan

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The purpose of the SIP is to provide a guide for implementing stakeholder involvement for the US 30 project. The SIP will be used as a blueprint for defining methods and tools to inform and engage stakeholders in the decision making process. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to participate in the process as the project progresses. The SIP is prepared at the onset of the study to describe the CSS approach and to outline specific outreach activities, including public meetings and hearings, stakeholder workshops, and supporting media and communication techniques. To prepare the plan, Project Team members will solicit community characteristics and evaluate the community context to ensure that the SIP will be tailored to the project and community issues.

A variety of methods will be employed to inform the public and to solicit feedback. The plan outlines specific strategies for the identification and engagement of key project stakeholders. The various elements of the SIP, which are described in the following sections of this report, support the principles of CSS both by emphasizing the importance of community context, as well as planning for the early, consistent, and meaningful engagement of community stakeholders.

Projects undertaken by the Illinois DOT (IDOT) are commonly divided into three phases as a project moves from start to finish. Phase I includes preliminary engineering and environmental studies. Phase I is the current phase of the project and includes the preparation of the SIP. The environmental impacts of a proposed project are determined during this phase, as well as measures to avoid, minimize, and/or mitigate those impacts. Phase II includes contract plan preparation and land acquisition of the proposed improvement. The project then progresses to Phase III, which is the actual construction of the project.

The SIP was prepared at the beginning of the Phase I process and addresses activities taking place during the Phase I process. It is important to note that the CSS process is continuous throughout Phases II and III. The SIP will be modified throughout all stages of the process to reflect these needs.

## 2.1 Stakeholder Involvement Plan Goals and Objectives

The goal of the SIP is to actively seek the participation of community groups, agencies, individual interest groups, and the general public throughout the project development process.

### ***Goals and Objectives of the Stakeholder Involvement Plan:***

- Identify stakeholders
- Define the Project Working Groups.
- Identify means and methods of disseminating and collecting information.
- Identify the roles and responsibilities of the lead agencies.
- Establish the timing and type of stakeholder involvement activities.
- Establish stakeholder requirements for providing timely input to the project development process.
- Provide framework for achieving agreement and communicating the decision making process.

## 2.2 Stakeholder Involvement Ground Rules

All outreach will be conducted under a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. Tentative ground rules include the following:

- All input from all participants in the process is to be valued and considered.
- All participants must come to the process with an open-mind and participate openly and honestly and must treat each other with respect and dignity.
- General agreement of stakeholder concurrence on project choices will be sought.
- Final decision making authority rests with IDOT and the Federal Highway Administration (FHWA) and all decisions must be arrived at in a clear and transparent manner, such that stakeholders agree that their input has been considered.
- The project must progress at a reasonable pace, based on the original project schedule and all participants must understand that once a general understanding is reached on a topic it will not be readdressed.
- The list of stakeholders is subject to revision at any time.
- Minutes of all stakeholder meetings will be maintained.

The ground rules are tentative, pending acceptance by the stakeholders, and can be revised upon general agreement.

## SECTION 3

# Stakeholder Identification Procedures

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A stakeholder is anyone who could be affected by the project and has a stake in its outcome, including IDOT; FHWA and the resource agencies; property and business owners; state, federal, and local officials; special interest groups, including environmental, historic, cultural, and economic resources; and motorists who use the facility.

Stakeholder involvement is critical to the CSS process, which strives to achieve the following:

- Involve stakeholders in the decision making early and often throughout the project planning and development process.
- Identify stakeholder key issues and concerns.
- Apply flexible design to address stakeholder concerns.
- Incorporate aesthetics as appropriate, feasible and within budget constraints as part of a good design.

General agreement from stakeholders is sought, but ultimately, the project decisions remain the responsibility of the lead agencies—IDOT and FHWA.

The identification of stakeholders has begun through a combination of desktop searches, input from local community leaders, and a community context audit. Stakeholder identification will continue throughout the study. Stakeholders for the project may include, but not be limited to, the following:

- Residents
- School officials
- Business owners in the study area
- Institutions within the project limits
- Advocates for community and historic interests
- Special interest groups (neighborhood, environmental, etc.)
- Elected/community officials
- Government and planning agencies
- Transportation system users
- Chambers of commerce
- Historic Preservation
- Bicycle groups
- Utilities
- Trade associations
- Contractors
- Professional organizations
- Civic groups
- Others outside the study area with an interest in the project

As additional stakeholders are identified, they will be added to the Project Mailing List. All stakeholders expressing interest in the project will be added to the project mailing list, and will be able to participate in the process through various public outreach opportunities. The opportunities include, but are not limited to, the project Web site, public meetings, newsletters, and press releases. The project mailing list will be updated and maintained through the duration of the project.



## SECTION 4

# Project Working Groups

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The working groups for this project will consist of a Project Study Group and a Community Advisory Group, as discussed in the following subsections.

## 4.1 Project Study Group

The Project Study Group (PSG) consists of a multidisciplinary team of representatives from IDOT, FHWA, the project consultant team, and other transportation agencies as appropriate. The PSG will make project recommendations and decisions on this project.

The PSG has primary responsibility for the project development process. The group will meet periodically throughout the project process to provide technical oversight and expertise in key areas including project process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP and IDOT and FHWA requirements.

Other responsibilities of the PSG include the following:

- Expediting the project development process
- Identifying and resolving project development issues
- Promoting partnership with stakeholders to address identified project needs
- Working to develop general understanding or agreement among stakeholders
- Making periodic presentations to FHWA to acquire partial approvals on approach and design solutions
- Acquiring clearances and approval of resource agencies

Proposed PSG members for the proposed roadway improvements on US 30 are listed in Appendix B. As with all working groups, it is subject to modification during the process depending on participant interest and technical expertise. PSG meetings will generally held in conjunction with monthly standing FHWA coordination meetings.

## 4.2 Community Advisory Group

A key element of the SIP will be the creation of a Community Advisory Group (CAG). The group will consist of community representatives from a broad cross section of area interests including property owners, business owners, and residents adjacent to the project area.

Potential CAG members are identified in Appendix C. The CAG members will be identified and refined during initial coordination efforts with IDOT, resource agencies, and local official meetings and briefings, as well as the initial public meeting. To maintain continuity of the group it is desirable that members not be added to the group following CAG meeting #2. A maximum total of 20 to 25 community representatives will comprise the CAG membership. The CAG will work in close coordination with the Project Team and the PSG to ensure that identified solutions balance both the community and technical needs.

The CAG will achieve several study objectives. First, by sharing information about their communities or organizations, the CAG will help the PSG more clearly understand the broader community. The PSG will present detailed information about the study to CAG members on a regular basis, thus allowing the CAG to keep the broader community up to date on the progress of the study. CAG members will then report back with feedback from the groups they represent. In this way, the CAG will function as a liaison or

pipeline between IDOT and the public. In carrying out these functions, the CAG will play an important role in defining the area's important features, identifying highway preferences, and understanding potential highway effects.

### **4.3 Dispute Resolution**

IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek general understanding or agreement on disagreements. IDOT is committed to building stakeholder general agreement for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next stage of project development without achieving general agreement. In the case of an unresolved dispute between the agencies, IDOT will notify stakeholders of their decision and proposed course of action.

## SECTION 5

# Elected Officials and Agency Coordination

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The goal of agency outreach and involvement is to ensure early and ongoing coordination with affected agencies regarding project issues, as well as to achieve agency “buy-in” for how CSS and the public process will play a role in project development and decision making.

## 5.1 Local Elected Officials

The US 30 Project Team will meet with elected officials in the study area throughout the project to coincide with project milestones. Additional meetings will be scheduled on an as-needed basis. Potential elected local officials for the project are listed in Appendix D.

## 5.2 Lead Agencies

FHWA and IDOT will act as joint lead agencies for preparing the CE II.



## SECTION 6

# Key Project Development Activities/CSS Process Steps

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Section 6 describes the general project development, project activities, and associated stakeholder involvement activities.

## 6.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

Step one includes various agency notifications, project organizational activities, and scoping activities, including, but not limited to, the following:

- Assemble and organize the PSG and CAG.
- Develop and publicly circulate the SIP.
- Prepare a community-context audit (completed by local agencies and stakeholders) to identify unique community characteristics that contribute to the project's context and should be considered in the project development process.
- Conduct regulatory/resource agency scoping activities.
- Conduct one-on-one meetings.
- Hold a public meeting to educate stakeholders on the project process and study area, history, and identify study area issues/concerns.

## 6.2 Step Two: Developing Project Problem Statement and Defining Purpose & Need

Step two consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing CAG members with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions.

The information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Commence with an informational meeting of the PSG with CAG members to explain the ground rules and gather input to begin developing a clear statement of the transportation problems to be solved by the project.
- Seek acceptance of project problem statement from CAG members.
- Define the project purpose and need.
- Hold a public meeting to present the problem statement, purpose and need, and preliminary engineering and design.
- Seek agency concurrence on the purpose and need.

## 6.3 Step Three: Defining Alternatives

A range of project alternatives will be considered to address the project purpose and need. The alternatives development process will be iterative in nature providing progressively greater detail. Numerous opportunities will be provided for CAG input to the development and evaluation of alternatives. Steps in the alternatives development process include the following:

- Define alternative development procedures, planning and design guidelines, and alternative evaluation procedures. The information will serve as the general guidance for the alternatives development and evaluation process.
- Identify and evaluate initial alternatives.
- Identify alternatives to be carried forward.
- Hold a public meeting to present the preliminary range of project alternatives.
- Evaluate the alternatives to be carried forward.
- Achieve general agreement among stakeholders on the alternatives.

## 6.4 Step Four: Identification of the Preferred Alternative

The process will continue with the identification and general agreement of the preferred alternative and completion of the CE II. Activities in step four of the project development process include the following:

- Tentative identification of the preferred alternative based on CAG input.
- Preferred alternative refinements to address stakeholder comments.
- Hold a public hearing to present the Preferred Alternative.
- Preparation and approval of the CE II.

## 6.5 Project Development and Stakeholder Involvement Activities Schedule

The tentative schedule for project development activities and CAG involvement activities is presented in Appendix G.

## SECTION 7

# Stakeholder Involvement Plan Activities

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IDOT has designated the US 30 - IL 47 to IL 31 study as a Context Sensitive Solutions (CSS) project. The CSS process is designed to involve numerous stakeholders early in the process and to continue facilitating their engagement throughout and beyond the planning stages. For this project, input from community stakeholders will be incorporated into the decision making process and accomplished in the following ways:

- A Community Context Audit (CCA) will be solicited and will be supplemented as new information is acquired
- The SIP will guide the outreach process and will reflect current CAG and PSG member contact information. The document will be updated as needed
- The formation of a CAG and a PSG, which will meet regularly throughout the planning and project development process
- Periodic meetings will be held with agency and local officials
- Various meetings will be held throughout the project to provide outreach opportunities to all stakeholders
- A project mailing list and a comment tracking system will be maintained throughout the project
- Three to newsletters will be distributed.
- A project website will be provided.
- Five PSG meetings will be held in conjunction with FHWA meetings
- Four to seven CAG workshops/meetings will be held
- Two or three Public I Meetings will be conducted
- One Public Hearing will be held

The input obtained through these techniques will be incorporated into the decision making process and will be used in the development and refinement of potential project alternatives.

A CSS/public involvement process will be conducted in accordance with relevant IDOT policies. The following activities in this section are proposed as the CSS/public involvement process for the US 30 improvements. Unless otherwise noted, the consultant team is the responsible party for activities and coordination. All activities and presentation materials will be approved by IDOT before proceeding.

Stakeholder involvement for this project will be an ongoing process from project initiation through completion. Appendix H outlines the entire project development schedule, including CSS and public involvement activities.

## 7.1 Community Context Audit

Defining the context of a project is the foundational element in the CSS approach. To ensure that the Project Team has an in-depth understanding of the community needs and issues, a CCA will be prepared and distributed for input and will be amended/refined if necessary through discussions with the CAG

and PSG. The IDOT CCA questionnaire form will be used to identify various community characteristics unique to its residents, businesses, and the public in general.

The CAG working group will assist in completing the Context Audit. Questionnaire results will be compiled into a summary memorandum. The information will help identify the project problem statement, as well as the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. The CCA is designed to take into account the community's history or heritage, present conditions, and anticipated conditions by considering factors such as mobility and access, safety, local and regional economics, aesthetics, and overall quality of life.

## 7.2 Initial Meetings

As part of the CSS process, informal meetings are planned with local government officials and staff to introduce the project and the CSS process, as well as to gain further understanding of issues regarding the improvements. This component of the data collection process will provide information on project history, interests/concerns, and desired public involvement objectives and will help identify CAG volunteers. The meetings also provide an opportunity to develop draft working group memberships for the CAG, as well as identify additional stakeholders that should be added to the project mailing list. The CCA will be distributed for input at these meetings.

## 7.3 Project Working Group Meetings

The following tables show tentative schedule and meeting purpose for PSG and CAG meetings. Meeting dates may change as the study progresses.

### 7.3.1 Project Study Group Meetings

The PSG will meet as required over the course of the study. The tentative schedule along with meeting purpose of each meeting is described in Table 7-1 below. The five PSG meetings will be held in coordination with monthly standing FHWA coordination meetings.

TABLE 7-1  
Tentative PSG Meeting Schedule

Meeting Name	Meeting Date	Meeting Purpose
Meeting 1	Summer 2012	Project Introduction, SIP
Meeting 2	Summer 2013	Problem Statement; Purpose & Need for the project
Meeting 3	Spring 2014	Alternatives Development and Evaluation
Meeting 4	Summer 2015	Preferred Alternative

### 7.3.2 Community Advisory Group Meetings

The CAG is anticipated to meet between four and seven times over the course of the study. The meetings will be held on the same day as either morning or afternoon sessions. The tentative schedule, along with the purpose of each meeting, is described in Table 7-2. Some meetings may be combined, depending on the progress of the study.

TABLE 7-2  
Tentative CAG Meeting Schedule

Meeting Name	Meeting Date	Meeting Purpose
Meeting/Workshop 1	Fall 2012	Project Introduction, Initiate Problem Statement
Meeting/ Workshop 2	Spring 2013	Finalize Problem Statement, Project Purpose and Need, Introduction to Alternatives Development
Meeting/Workshop 3	Winter/Spring 2014	Range of Alternatives
Meeting/Workshop 4	Spring/Summer 2014	Preferred Alternative/Measures to Mitigate or Minimize Harm
Meeting/Workshop 5	Fall 2014	Project Closeout, Public Hearing Preview

## 7.4 Public Meetings and Hearings

Public involvement for this project also will include opportunities for broader public meetings in the form of public information meetings. The large-scale meetings will be held to coincide with major project milestones, raising awareness of the project development process. The meetings also will provide a forum for general public input, including concerns and comments regarding project.

Two or three public meetings and a public hearing will be held, in the form of an open house. The meetings and hearing will be held within the study area in locations that are convenient to the community and stakeholders. Table 7-3 highlights the tentative date, purpose, and goal of each public meeting and hearing. Some meetings may be combined, depending on the progress of the study.

The meetings will use various public informational techniques such as project boards, handouts, and a PowerPoint presentation. Opportunities for the public to provide written comments (comment forms) will be available at the meetings. A court reporter will also be present at the public hearing to accept verbal comments. The consultant team will prepare news releases and meeting announcements.

TABLE 7-3  
Tentative Public Meeting/Hearing Schedule

Meeting Name	Meeting Date	Meeting Purpose
Public Meeting #1	Summer 2012	Project Introduction, Process, Background, CCA
Public Meeting #2	Summer 2014	Problem Statement; Purpose & Need for the Project; Initial Alternatives/Alternatives Development and Evaluation Process
Public Hearing	Spring 2014	Preferred Alternative & Impacts

## 7.5 Project Mailing List

A stakeholder project mailing list will be maintained throughout the project. The initial project mailing list will include known residents, property owners, business owners, advocacy groups, community organizations, and utility providers immediately adjacent to the project limits as well as those identified

in Appendixes B through E. It is anticipated that new stakeholders will be added to the mailing list throughout the project. All stakeholders expressing interest in the project will be added to the project mailing list and will be able to participate in the process through various public outreach opportunities.

## **7.6 Media Notifications and Relations**

All media contact is to be coordinated with IDOT. Meeting newspaper advertisements will be prepared using IDOT's template. Press releases will also be prepared and reviewed through IDOT prior to each public meeting series. Announcements will be posted on IDOT's and local community's Web sites. The focus of the media relations support strategy is to provide accurate information on the project and study process in addition to ensuring awareness of public input opportunities. Appendix F lists media outlets within the project area.

## **7.7 Public Web site: [www.us30baselineroadstudy.org](http://www.us30baselineroadstudy.org)**

The Project Team will develop a website that provides general project information, and consists of a homepage and various topic-specific pages, one of which includes a form-based comment page. The site will be reviewed frequently to ensure it reflects the most current and up-to-date project information. Project documentation and materials will be posted to the Web site, as information is available, for public review.

## **7.8 Newsletters and Brochures**

Project newsletters will be prepared at key project milestones. The milestones would include announcements for public meetings and the public hearing. The newsletters will provide current project information and contain mail-back forms that can be used by the recipient to provide comments or add names to the project mailing list.

## **7.9 Public Comments**

The Project Team will document all stakeholder comments and responses throughout the project. Comments may come in the form of e-mail, standard mail, phone calls and comment forms from meetings and briefings. All comments received over the course of the study are maintained in the project comment tracking form. The project mailing list is continually updated for individuals who request to be added to the distribution list.

## SECTION 8

# Plan Availability and Monitoring/Updates

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The SIP is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. Section 8 describes SIP stakeholder review opportunities and plan update procedures.

The effectiveness and success of the SIP will be monitored throughout the project. Measures will include levels of participation in various public and community meetings, as well as feedback on the effectiveness of outreach. The Project Team will also review if meaningful public comment is being obtained to support project development and decision making. Progress will be reviewed through PSG meetings and following public meetings.

Evaluation results will demonstrate the usefulness of particular outreach techniques and the benefits achieved in communications with stakeholders. The program design will be modified, as needed, throughout the project to respond to stakeholder feedback and meet project needs.

## 8.1 Availability of the Stakeholder Involvement Plan

The SIP will be available to stakeholders for review at public meetings and on the project Web site ([www.us30baselineroadstudy.org](http://www.us30baselineroadstudy.org)). As the project proceeds, the SIP will be updated to reflect appropriate changes or additions.

## 8.2 Modification of the Stakeholder Involvement Plan

The SIP will be reviewed periodically for effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to the SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Plan updates will be tracked in Appendix A.



**Appendix A**  
**SIP Revision History**

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APPENDIX A

# SIP Revision History

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Version	Date	Revision Description
Original SIP	June 2012	Original Stakeholder Involvement Plan for Distribution
SIP Update	December 2013	Final CAG Membership, Updated Schedule



**Appendix B**  
**Project Study Group**

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APPENDIX B

# Project Study Group

Organization	Name	Title	Phone	Email
IDOT District 1	Pete Harmet	Bureau Chief of Programming	(847) 705-4393	pete.harmet@illinois.gov
IDOT District 1	John Baczek	Project Environmental Studies Section Chief	(847) 705-4393	john.baczek@illinois.gov
IDOT District 1	Kimberly Murphy	Consultant Studies Unit Head	(847) 705-4791	kimberly.murphy@illinois.gov
IDOT District 1	Marty Morse	Project Manager	(847) 705-4074	marnell.morse@illinois.gov
IDOT District 1	Tony Quigley	Bureau Chief of Design	(847) 705-4211	tony.quigley@illinois.gov
IDOT District 1	Catherine Kibble	Bureau of Design Consultant Services Section Chief	(847) 705-4269	katherine.kibble@illinois.gov
IDOT District 1	Mike Cullian	Property and Management Relocation Chief	(847) 705-4280	mike.cullian@illinois.gov
IDOT District 1	Rick Wanner	Roadside Development Manager	(847) 705-4172	rick.wanner@illinois.gov
IDOT District 1	Rick Wojick	Hydraulics Section Chief	(847) 705-4105	rick.wojick@illinois.gov
IDOT District 1	Sam Mead	Environmental Unit Head	(847) 705-4101	sam.mead@illinois.gov
IDOT District 1	Jason Salley	Geometric Engineer	(847) 705-4085	jason.salley@illinois.gov
IDOT District 1	Jim Stumpner	Bureau Chief of Maintenance	(847) 705-4162	jim.stumpner@illinois.gov
IDOT District 1	Chris Holt	Bureau Chief of Local Roads	(847) 705-4201	chris.holt@illinois.gov
IDOT District 1	Steve Travia	Bureau Chief of Traffic	(847) 705-4141	steve.travia@illinois.gov
IDOT District 1	Gene Joynt	Bureau Chief of Construction	(847) 705-4300	gene.joynt@illinois.gov
IDOT District 1	Steve Rosato	Utilities Coordinator	(847) 705-4258	steve.rosato@illinois.gov
IDOT District 1	Sarah Wilson	Bridge Maintenance Engineer	(847) 705-4181	sarah.wilson@illinois.gov
IDOT District 1	Mark Jenkins	Unit Chief of Electrical	(847) 705-4351	mark.jenkins@illinois.gov
IDOT District 3	David S. Alexander	Phase I Unit Chief	(815) 434-8468	david.s.alexander@illiois.gov
IDOT	Paul Niedernhoffer	Region One Field Engineer	(217) 782-7526	paul.niedernhoffer@illinois.gov
IDOT	Scott Stitt	BDE		scott.stitt@illinois.gov
FHWA	Mike Hine	Engineering Team Leader	(217) 492-4628	Mike.Hine@fhwa.dot.gov
FHWA	Matt Fuller	Environmental Programs Engineer	(217) 492-4625	Matt.Fuller@fhwa.dot.gov
FHWA	Robin Helmerichs	Engineer	(217) 492-4615	Robin.Helmerichs@dot.gov
Hutchison Engineering, Inc	Gregg Mounts	Project Manager	(815) 773-2233	GMounts@hutchisoneng.com

<b>Organization</b>	<b>Name</b>	<b>Title</b>	<b>Phone</b>	<b>Email</b>
Hutchison Engineering, Inc	Daniel Draper	Project Engineer	(815) 773-2233	DDraper@hutchisoneng.com
CH2M Hill	Jeffrey Frantz	Environmental Lead	(773) 458-2823	Jeff.frantz@ch2m.com
CH2M Hill	Libby Braband	CSS Lead	(773)458-2812	Libby.Braband@CH2M.com
CH2M Hill	Christine Norrick	Environmental Studies	(773)458-2845	Christine Norrick@CH2M.com

**Appendix C**  
**Community Advisory Group**

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APPENDIX C

# Community Advisory Group

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Organization	Name	Phone	Email
Village of Montgomery	Peter Wallers	(630)466-6700	pwallers@eeiweb.com
Village of Montgomery	Mike Pubentz, P.E.	(630)896-1354	pubentz@ci.montgomery.il.us
Sugar Grove Fire Protection District	Wayne Parson	(630)466-4513	wparson@sugargrovesfire.com
Village of Montgomery	Jeff Zoephel	(630)896-8080	zoephel@ci.montgomery.il.us
Kane County Water Resources	Jodie Wollnik, P.E., CFM	(630)232-3499	wollnikjodie@co.kane.il.us
Yorkville	Krysti Barksdale-Noble	(630)553-4350	knoble@yorkville.il.us
Yorkville	Brad Sanderson	(630)553-4350	bsanderson@eeiweb.com
Kane County Division of Transportation	Mike Sullivan	(630)444-3142	sullivanmila@co.kane.il.us
Sugar Grove Fire Protection District	Bill Perkins	(630)466-4513	bperkins@sugargrovesfire.com
Kendall County	Angela Zubko	(630)553-4139	azubko@co.kendall.il.us
Village of Montgomery	Jerad Chipman	(630)896-8080	chipman@ci.montgomery.il.us
Fox Valley Park District	Jeff Palmquist	(630)897-0516	jpalmquist@fvpd.net
Montgomery Police Department	Armando Sanders	(630)361-3175	sanders@ci.montgomery.il.us
Montgomery and Countryside Fire Protection District	Thomas Meyers	(630)897-0622	Chiefmeyers@montgomeryfire.org
City of Yorkville	Eric Dhuse	(630)553-4370	edhuse@yorkville.il.us
Aurora Township Highway Department	John Shoemaker	(630)892-0246	athd.commissioner@gmail.com
Residents of Fairfield Way Subdivision, Planning & Zoning Commission	Mildred McNeal-James	(630)801-1636	mldredd@aol.com



**Appendix D**  
**Local State and Federal Officials**

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## APPENDIX D

# Local State and Federal Officials

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Agency	Name	Phone	Email/Website
US Senator	Richard Durbin	217-492-4062	<a href="http://www.Durbin.senate.gov">www.Durbin.senate.gov</a>
US Senator	Mark Kirk	312-886-2117	<a href="http://www.kirk.senate.gov">www.kirk.senate.gov</a>
Fourteenth Congressional District	Randy Hultgren	202-225-2976	<a href="http://www.hultgren.house.gov">www.hultgren.house.gov</a>
Twenty-fifth Legislative District	Chris Lauzen	217-782-0052	<a href="http://www.lauzen.com">www.lauzen.com</a>
Forty-second Legislative District	Linda Holmes	217-782-0422	<a href="http://www.ilga.gov/senate">www.ilga.gov/senate</a>
Fiftieth Representative District	Kay Hatcher	217-782-1486	<a href="http://www.ilga.gov/house">www.ilga.gov/house</a>
Eighty-third Representative District	Linda Chapa LaVia	217-558-1002	<a href="http://www.ilga.gov/house/rep">www.ilga.gov/house/rep</a>
Eighty-fourth Representative District	Tom Cross	217-782-1331	<a href="http://www.ilga.gov/house/rep">www.ilga.gov/house/rep</a>
Kane County	Carl Schoedel	630-584-1170	<a href="mailto:schoedelcarl@co.kane.il.us">schoedelcarl@co.kane.il.us</a>
Kendall County	Fran Klaas	630-553-7616	<a href="http://www.co.kendall.il.us/highway/index.htm">http://www.co.kendall.il.us/highway/index.htm</a>
Village of Montgomery	Marilyn Michelini	630-896-8067	<a href="http://www.ci.montgomery.il.us">www.ci.montgomery.il.us</a>
Village of Montgomery	Anne Marie Gaura	630-896-8067	<a href="http://www.ci.montgomery.il.us">www.ci.montgomery.il.us</a>
Village of Oswego	Brian LeClercq	630-554-3618	<a href="http://www.oswego.il.us">www.oswego.il.us</a>
Village of Sugar Grove	P. Sean Michels	630-466-4507	<a href="http://www.sugargrove.il.us">www.sugargrove.il.us</a>
Village of Sugar Grove	Tom Weisner	630-466-4283	<a href="http://www.sugargrove.il.us">www.sugargrove.il.us</a>
Township of Sugar Grove	Daniel A Nagel	630-466-4283	<a href="http://www.sugargrovetownship.com">www.sugargrovetownship.com</a>
Township of Sugar Grove	Greg Huggins	630-466-4274	<a href="http://www.sugargrovetownship.com">www.sugargrovetownship.com</a>
Bristol Township	Robert W. Walker	630-553-0804	<a href="http://www.kendall.il.us">www.kendall.il.us</a>
Bristol Township Highway Department	Jeff Croneils	630-553-0101	<a href="http://www.bristoltownship.org">www.bristoltownship.org</a>
Oswego Township	Jim Detzler	630-553-4200	<a href="http://www.oswegotownship.org">www.oswegotownship.org</a>
Oswego Township Road District	Gary Grosskopf	630-264-4587	<a href="http://www.oswegotownship.org">www.oswegotownship.org</a>
Aurora Township	Christina Campos	630-897-8777	<a href="http://www.auroratownship.org">www.auroratownship.org</a>
Aurora Township Highway Department	John Shoemaker	630-897-8777	<a href="http://www.auroratownship.org">www.auroratownship.org</a>



## Appendix E Media

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APPENDIX E  
**Media**

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<b>Organization</b>	<b>Name, Title</b>	<b>Phone</b>	<b>Email/Website</b>
Beacon News	John Russell, Associate News Editor	(630) 978-8880	<a href="http://beaconnews.suntimes.com/">http://beaconnews.suntimes.com/</a>
Kane County Chronicle	J. Thom Shaw, Publisher	(630) 232-9222	<a href="http://www.kcchronicle.com/">http://www.kcchronicle.com/</a>
Daily Herald	Jim Baumann, Fox Valley Manager/Editor	(847) 608-2737	<a href="http://www.dailyherald.com">http://www.dailyherald.com</a>

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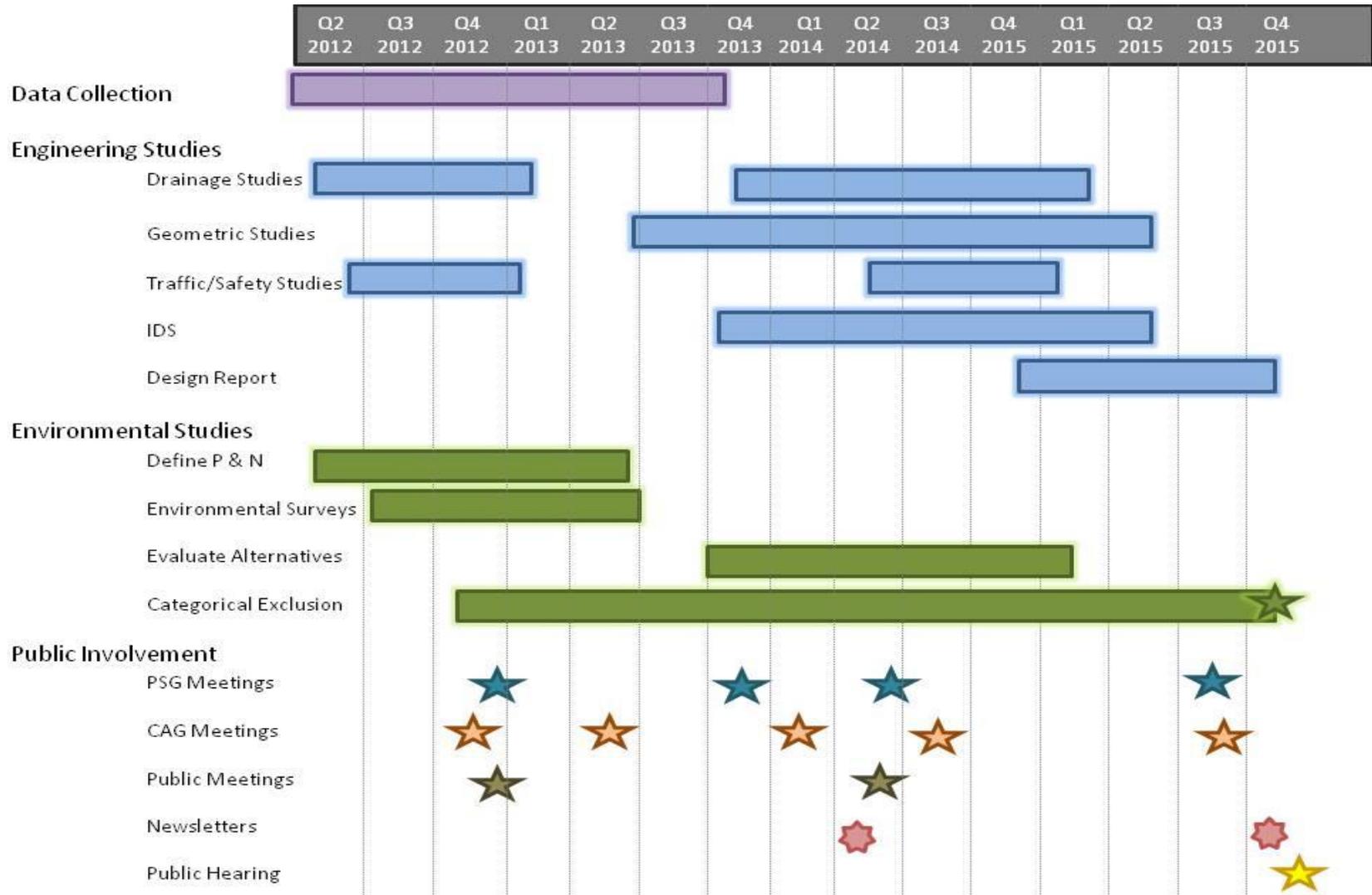


**Appendix F**  
**Project Schedule**

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APPENDIX F

# Project Schedule



## Appendix G Acronym List

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**APPENDIX G**

# Acronyms

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**Tentative** for the project.

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CAG	Community Advisory Group
CCA	Community Context Audit
CE	Categorical Exclusion
CMAP	Chicago Metropolitan Agency for Planning
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
JLA	Joint Lead Agencies
NEPA	National Environmental Policy Act
PSG	Project Study Group
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SIP	Stakeholder Involvement Plan

## Appendix H Glossary

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# Glossary

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**Alternative**-One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.

**Area of Potential Effect**-Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

**Categorical Exclusion**-1. A classification given to federal aid projects or actions that do not have a significant effect on the environment either individually or cumulatively. 2. The written documentation to support a Class of action that satisfies federal criteria describing non-significant impacts.

**Community Advisory Group (CAG)** – A group of community members such as residents, business owners, property owners, advocacy groups that are periodically briefed on project issues, needs and status. This group ensures that identified solutions balance community, technical and long-range planning needs. It also assists in keeping the project on the right track with respect to implementation.

**Community Context Audit**-A formal process of evaluating various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general.

**Context**-The interrelated condition in which something exist.

**Context Sensitive Solutions**-Balance between mobility, community needs and the environment while developing transportation projects. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.

**Historic Property**-Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

**National Environmental Policy Act**-The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) for undertakings using federal funds that may have significant impacts. To comply with NEPA, a process has been developed by IDOT to address all potential environmental, social, cultural and economic impacts of a proposed highway project before decisions are reached on design. Public involvement is an integral component of the NEPA process.

**Multi-Modal Transportation**-Includes all modes of transportation for a complete transportation system. Examples: cars, trucks, bicycles, pedestrians, high occupancy vehicles, mass transit, rail.

**Open House**-An informal, unstructured Public Meeting during which display boards are used to convey important project information and Department and consultant personnel are available to answer the public's questions.

**Problem Statement**-A concise narrative, prepared as part of a project needs study, defining the fundamental situation or circumstance to be solved. A problem statement will generally describe a particular situation in which an expected level of performance is not being achieved, and will list one or more important factors which cause or contribute to the unacceptable performance.

**Project Study Group**-a group of professionals representing specific technical or scientific disciplines who are brought together for designated period of time to perform detailed analysis of subjects that require various environmental, engineering and project development expertise.

**Public Meeting/Hearing**-The official method for gathering public comments on a project alternatives and environmental impacts. The format may be formal or informal and the purpose is to afford the public the fullest opportunity to express support or opposition relevant to a transportation project in an open forum. A verbatim record of the proceedings is kept.

**Public Involvement**-Coordination events and informational materials geared at encouraging the public to participate in the project development process. A successful Public Involvement Plan facilitates the exchange of information among project sponsors and outside groups and the general public, and includes meetings.

**Stakeholder**-An individual or group with an interest or investment in a way an issue is resolved.

**Stakeholder Involvement**-A process that will facilitate effective identification and understanding of the Plan (SIP) concerns and values of all stakeholders as an integral part of the project development process. It includes a formal written plan explaining how public input and comments will be obtained.

**Project Area**-The geographic area within which pertinent project matters are contained. Originally defined at the outset of engineering and environmental evaluation, although it may be revised during development of the studies and the CE II.